

Late Backup



Date July 18, 2008
To Clarke Patterson, Case Manager
CC Jeremy Klop, P E Fehr and Peers
Reference Oak Meadows TIA \ C14-2008-0105

The Transportation Review Section has reviewed the Traffic Impact Analysis for the Oak Meadows dated June, 2008, prepared by Eric Guderian, P E , Fehr and Peers, and offers the following comments

TRIP GENERATION

Oak Meadows is a 6.36-acre development located in south Austin north of the intersection of South First Street and Ben White Blvd

The property is currently undeveloped and zoned Single Family Residential-Neighborhood Planning Combining District (SF-3-NP). The applicant is requesting General Office – Vertical Mixed Use (GO-VMU) zoning and is proposing 4,700 ft² of specialty retail and a 310 unit apartment complex. The estimated completion of the project is expected in the year 2010.

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 2,221 unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development.

Table 1. Trip Generation						
LAND USE	Size	ADT	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
Specialty Retail Center	4,700 SF	199	N/A	N/A	6	7
Apartments	310 Units	1912	30	118	122	66
Total		2,111	30	118	128	73

ASSUMPTIONS

- Traffic growth rates provided by the City of Austin were as follows

Table 2. Growth Rates per Year	
Roadway Segment	%
All Roads	5%

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SP-06-0571C
SP-05-1656C

- ## EXISTING AND PLANNED ROADWAYS

US-290 (Ben White Blvd) - The 2025 AMATP identifies US 290 as a six lane freeway between Manchaca Rd and S Congress Ave. TxDOT Traffic Counts in 2006 along US 290 between S First St and S Congress Ave were reported to be approximately 84,000 vehicles per day. The City and TxDOT currently have no further plans to improve this segment of US-290.

Center Street – Center Street is a two lane collector directly west of the project's proposed access drive onto S First St. Traffic volume for 2008 on Center St west of S First Street was approximately 2,600 vehicles per day.

Cardinal Lane – Cardinal is a two-lane collector north of the site

INTERSECTION LEVEL OF SERVICE (LOS)

Intersection	2008 Existing	2010Forecasted (Without Site)	2010 Site + Forecasted
S First St/Ben White Blvd EB*	E	E	E

S First St/Ben White Blvd WB*	E	E	E
S First St/Post Rd	B	B	F
S First St/Center St	F	F	A
S First St /Alpine Rd	F	F	A
S First St/Cardinal Ln	E	F	F
S First St/Lightsey Rd*	B	B	B

* = SIGNALIZED

NEIGHBORHOOD IMPACT ANALYSIS

A neighborhood traffic analysis was triggered because the projected number of vehicle trips generated by this project exceeds the vehicle trips per day generated by existing uses by at least 300 trips per day, and the project has access to a local or residential collector street where at least 50 percent of the site frontage has an SF-5 or more restrictive zoning designation

Table 4 represents a breakdown of existing traffic on Post Road, proposed site traffic, total traffic after development and percentage increase in traffic for each roadway

Table 4					
Roadway	Traffic Distribution	Trips (Adjusted)	Existing Traffic (2008)	Forecasted + Site Traffic (2010)	Percentage Increase
Post Road	5%	106	290	420	31%

According to Section 25-6-116 of the Land Development Code, streets which are less than 30 feet in width are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadways exceeds 1,200 vehicles per day. Per these standards, Post Road (28' of pavement) will continue to operate at a desirable level.

RECOMMENDATIONS

- 1) Prior to site plan approval, fiscal is required to be posted for the following improvements

Intersection	Improvements	Pro Rata Share (%)
S First Street/Center Street/Site Driveway	Southbound Left turn lane	100
	Signal Installation	25.0
	Northbound left turn lane	5.2
South First/Cardinal Road	75-foot right-turn pocket for eastbound approach	2.0
South First/Alpine Road	Signal Installation	2.0

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- 2) Cost estimates for the above improvements must be approved prior to site plan approval
 - 3) Driveways should be constructed to the widths and cross-sections recommended in the TIA
 - 4) For information Two copies of the final version of the TIA incorporating all corrections and additions must be submitted prior to final approval of the zoning case
 - 5) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics
 - 6) Intersection improvement plans for the signal installation and left turn lanes at S First St/Center Dr/ Site Driveway must be approved by the Public Works and Watershed Protection and Development Review Departments prior to site plan approval
 - 7) The access drive to the Austin EMS station at S First Street and Center Drive must be adequately addressed in the construction plans for the S First St /Center Dr /Site Driveway intersection improvements

If you have any questions or require additional information, please contact me at 974-3428



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